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WITH THE CHINA DIRECTORY.)
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CATALOGUES ON APPLICATION.

THE HONGKONG DISPENSARY.
HONGKONG, 19th September, 1897.

NOTICE TO CORRESPONDENTS.
Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

DEATH.
On the 26th September, at the Royal Naval Hospital, Hongkong, **ASAP BAKER**, Assistant Paymaster, R.M.S. *Victor*, died, aged 23 years.

The Daily Press.

HONGKONG, SEPTEMBER 30TH, 1897.

Among the most important questions with which the Land Commission had to deal was that of the occupation by the Military and Naval Authorities of a large section of land in the middle of Victoria. Since the election of the Chinese from the old Canton Bazaar and other houses within the Military cantonments, the town has, as the Commission observe, been more completely divided than ever. The presence of the cantonments in the middle of the town is regarded by many persons as an obstacle to the development of the eastern portion of Victoria, and until the Praya is reclaimed, the Naval and Military establishments must remain an undesirable fact. Indeed, we may go farther and admit that the interposition of the Garrison between the two great business portions of the town may to some extent, even with a continuous Praya, retard the development of the eastern district. But if the scheme for the reclamation of the Praya foreshadowed by the Hon. C. P. CHATER be carried out, and a similar reclamation be simultaneously made eastward from the Swimming Bath to the Police Station at the junction of the Wanchai Road with the Praya this would open up a sufficient connection with East Point to ensure a considerable development of the city in that direction as well as affording scope for a large increase in the house accommodation and growth of population. Sooner or later it may be one decade or it may be two—the ground now occupied by the cantonments will be absolutely required, and the Military will have to move; but at present, however desirable the colonists may consider it, the War Office are not likely to sanction the removal of the troops. There are several reasons why they will stick to their present quarters, most of which are mentioned by General CAMERON in his despatch on the subject. First and foremost, the health of the troops would, they consider, be injuriously affected by removing them to new buildings erected on excavated sites. The mortality formerly suffered by the troops in Hongkong from fever, said to be due to earth cutting, is duly recorded in the War Office archives, and will be both to incur the chance of a repetition of that outbreak. The Military Authorities also regard it as essential to the efficient protection of the colony that the troops should be located where they are most accessible if required to suppress any rising of the Chinese mob. This is a danger happily very remote, but experience has shown, both here and in the Straits Settlements, that it is not an impossible contingency. There is a large element of lawlessness among the lower classes here, and the Secret Societies are fruitful sources of danger sometimes. Nevertheless, we see no reason why more barracks should not be erected higher up the hills, and the premises on the northern side of Queen's Road given up to the public. Of course it would be necessary to leave one block, with communication through to the water, to the Military, but the remainder might well be surrendered for sufficient compensation.

With regard to the Naval buildings, we are glad to note that Commodore MORANT, in his remarks on the question—which are moreover endorsed by Admiral Sir FREDERICK HAMILTON—expresses the opinion that it would be advantageous to the service if the Naval Yard were removed to the West side of the Kowloon peninsula. "At present," the gallant officer says, "we are very much cramped for room, and there is no depth of water alongside our pier, and having already stores and the torpedo establishment at Kowloon, great inconvenience besides a considerable amount of extra expense is entailed by having two establishments so far apart from one another." The Commodore then goes on to suggest that the portion of ground between the Naval Yard at Kowloon and the Police Camber should be acquired for the extension of the naval establishment to the best advantage for their interest, but foregoing the opposition on the ground of expense, he makes an alternative suggestion that a reclamation west of the Naval Yard might be made which would answer the purpose. This is what we proposed some time ago, when writing on the question of the removal of the Naval Yard from Victoria to Kowloon. Sufficient ground might be reclaimed in the bay to the west of the Naval Yard to afford every accommodation to the fleet, securing for them deep water, exposure to the sun, and shelter from the wind.

lent shelter, plenty of land, and some capital sites could be obtained on the hills above for the residence of the staff. Some few aqueducts and boat builders would have to be evicted, but the vested interests there are small, and no difficulties in the shape of compensation and the destruction of valuable buildings would be encountered. The Naval Authorities would be the gainers in point of convenience, though the staff would probably grumble at the change. The removal of the Naval Yard to the Kowloon side would at once and satisfactorily remove the last obstacle in the way of making the Praya continuous along the whole foreshore of the city, and, as we have shown, this reclamation might be made a very extensive one at a comparatively low cost, the water being exceedingly shallow all along from the Recreation Club premises to Wanchai. It is to be hoped that the Government will bring this matter to a head without delay in order that the reclamation eastward may be carried out at the same time as that projected westward to the Gas Works. The question with regard to the future location of the Garrison can, if these schemes be brought to fruition, be allowed to rest for a while, and allow the course of events. Hongkong is growing at a phenomenal rate at present, and this development, but in most places there are periods of temporary and comparative stagnation, from which even this thriving colony has not been wholly exempt in the past. Shanghai has for the past few years been stationary, and a time may come when Hongkong, having grown too rapidly, may perhaps come to a halt. However, that may be, the ground which these proposed reclamations would give, if supplemented with effective means of communication to open up land in the eastern district, would for a few years relieve the pressure now felt.

The delivery of the French mail was begun at the following hours yesterday: letters 10.15; papers 6.30.

The Agent informs us that the *Auro-Hungary*, a large steamship, arrived from Trieste, and is expected to arrive at Hongkong on the 1st of October.

The *British* ship *Deception*, commanded by Commander Boldero, arrived at Hongkong on the 14th of September, and left for the Cape on the 16th of the month.

The *Indo-China* steamer *Wingang*, which met with an accident to her machinery on the voyage to Singapore, arrived safely at the latter port yesterday morning.

An Indian contemporary says that the delimitation of the frontier between Upper Burma and China is expected to be undertaken during the coming cold weather.

It is reported on good authority, says the *Brunel* correspondent of the *Singapore Free Press*, that the British Government has agreed to the Government for a loan of a million and a half of dollars on the strength of the Protection being granted.

In another column will be found an advertisement intimating that for an application for shares in the *Trinity Assurance Company* (Limited), which is being floated by an amalgamated partnership of limited companies, can be obtained from Messrs. Jardine, Matheson & Co.

According to the *Hong Kong*, the cruiser *Deception*, which was recently sent to join the French Squadron in the Eastern seas, has just passed at night through the Straits of Malacca, and is expected to arrive at Hongkong on the 1st of October.

The French transport *Rosette* is rather unfortunate in getting into collisions. When in the port she was damaged by a collision with the *British* ship *Deception*, and on the 19th of September, while in charge of the pilot, one of the springs broke and the steamer going astern carried away the west end of the shaft.

The Band of the Northamptonshire Regiment will play at the Officers' Mess, Murray Barracks, on the 1st of October, at 5 o'clock. The following is the programme:

March—*"The Jolly Cornishman."*
Air—*"Golden Rule, Some Day."*
Waltz—*"The Jolly Cornishman."*
Selection—*"Dorothy."*
Selection—*"Ben of Bully."*
Selection—*"La Marseillaise."*

The *Singapore Free Press* says: "The proposed reclamation of the Praya, which will be necessary to adapt her spur deck for the new quick-firing guns brought out by the *Matine*, are, it is believed, to be carried out locally. It is said that the Admiralty are now considering the question of the Praya reclamation for this purpose as it is not desirable to leave Singapore without proper provision for naval defence."

The *Bangkok Times* says: "To the long list of the many important changes and improvements which have lately taken place in Siam must now be added a proposal to establish a system of money order throughout the kingdom, as well as to foreign countries. Mr. Anusuk, an experienced official lately sent by the German Government to the Siam Post Office, has been drawing up a scheme by which money orders for small amounts may shortly be sent from Siam to all countries of the Postal Union. This is a very important step, and one which will be of great benefit to the Siam people, as it will enable them to send money to their families in Europe and America without the expense of sending gold or silver."

The German steamer *Anton*, which arrived here yesterday morning, experienced two typhoons on her voyage from the coast of Germany. She reports that she left Hongkong on the morning of the 20th Sept. Had fine weather, and barometer slightly falling, with N.E. wind. On the morning of the 21st Sept., before dawn, a heavy rain fell, and the barometer fell rapidly, with thick rain; how to tell daylight when it blew already half a typhoon; wind N.N.E.; kept the ship's head to wind all day, and barometer continued to fall, and on the 22nd Sept. at 10 p.m. bar. 29.96; at 11 p.m. bar. 29.96; at about this time a heavy sea struck the vessel, which carried the commander's house with 24 Chinese and the carpenter's workshop, three Chinese, and three coolies overboard, damaged the engine, and filled the cabin in engine-room with water. Towards midnight less wind and sea from S.E. (lowest barometer 29.88). 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